

INTER-ISLAND FLAGSHIP SUNK

Mauna Kea, Victim of Series of
Accidents, Rests on the
Harbor Bottom.

SLID FROM MARINE RAILWAY

Water Poured in Through Open
Sea Cocks—The Damage
Thought to Be Small

(From Sunday's Advertiser.)

Lying in thirty-five feet of water in the harbor, with what may prove to be considerable damage to her propellers and with certain damage to her furnishings and machinery running up into thousands of dollars, the steamer Mauna Kea, flagship of the Inter-Island fleet, is demonstrating that a chain is no stronger than its weakest link.

The crack island liner was being hauled up on the marine railway yesterday morning when one of the cable links snapped under the strain. Steamer, cradle and all promptly slid back into the harbor waters. Unfortunately, just before the accident to the cable, the sea cocks of the vessel had been opened, and into her hull the water began to pour. There was no way in which the vessel could be prevented from sinking. Tugs came to her rescue, but the best they could do was to tow her into a portion of the harbor, near the lighthouse, where it was thought there was comparatively shallow water.

Here, again, misfortune waited the flagship. Captain Freeman, who directed the beaching, did not know that the very spot he picked out had been dredged down to thirty-five feet only four days ago, in which depth the Mauna Kea settled.

By noon her main deck cabins were awash. In the afternoon the vessel took a decided list to port, and when darkness fell last evening she was under water astern to amidships and submerged to the hurricane deck.

Other than the damage from the water taken into her hull, President Kennedy of the company claimed yesterday afternoon that the Mauna Kea has suffered little.

How It Happened.

As soon as her cargo had been discharged yesterday morning, after her arrival from Hilo, the vessel proceeded to the marine railway owned by the company, to be hauled out and have painting and scraping done to the bottom of the hull. Two-thirds of the way up the railway the ship was stopped and her sea-cocks opened to let out the bilge water, while the crew rigged slings over the side to scrape her hull.

Starting from this position, and while the men were working, the remainder of the ascent was made, but as soon as the vessel moved one of the links of the great cable snapped and back into the harbor she slid. The crew along her sides jumped for safety as soon as they felt her move. No one was hurt in the runaway, although one officer went down with the cradle wreckage and had a most narrow escape. Captain Freeman got his anchors out in time to keep the steamer from going on the rocks across the harbor, while the tugs Nava-jo and Intrepid came along at once and under direction of Captain Freeman moved the steamer still farther toward the lighthouse where she finally settled to the bottom soon after noon.

With open vents into her hull the steamer went down rapidly until her after portion was submerged as far as amidships. Fire Chief Thurston rushed an engine to the rescue, taking it out alongside on a scow and losing no time, but the water came in faster than it could be pumped away.

Kept From Sinking.

The Nihaun and the Likilike were stationed on either side of the bow, and with a cable under the hull they prevented the forward portion of the steamer from being submerged. Between two and three o'clock in the afternoon the steamer began to list to port, still sinking. The aid of the other two vessels was all that kept her from turning over.

Heroic attempts were made by divers during the afternoon to stop up the sea-cocks through which the water was rushing, but up to a late hour this could not be accomplished. As soon as the predicament of the Mauna Kea was seen in the morning, boats put off from the California to render aid, and divers from that cruiser and the others in the harbor went off to give whatever assistance was possible.

President Kennedy of the Inter-Island company late yesterday afternoon said:

"The sea-cocks should not have been opened until the Mauna Kea was fully up on the railway. If they had not there could have been no serious accident. The steam had been blown from all but one of the boilers and nearly from that one before the vessel was started up the railway."

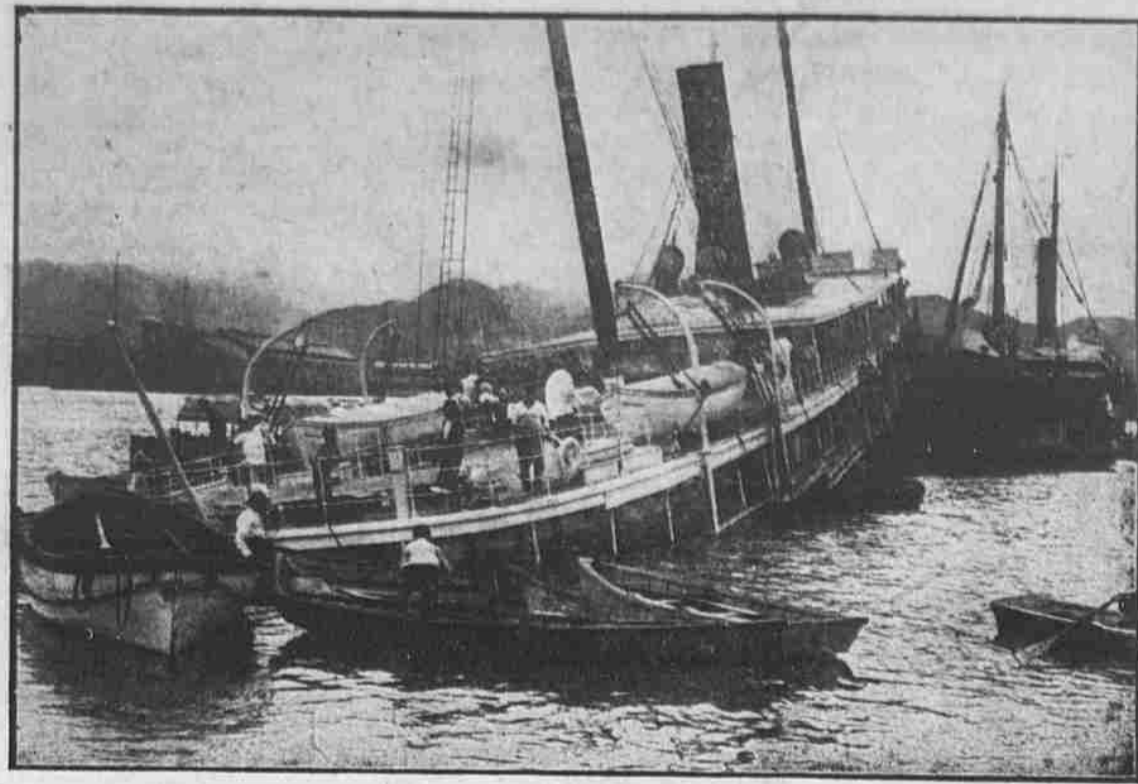
"Had Captain Freeman had the steamer towed into Bishop slip, even, there would not be the trouble there is now, for there is but twenty-eight feet of water in that slip, while where she lies now there is thirty-five feet. He thought he was going on a ledge which would hold her up over there, but there is no ledge."

"Except for the damage done by the water, I do not believe there is anything serious the matter with the Mauna Kea. She did not strike bottom until the water inside her took her down, and on that account there can be no damage to the hull."

Another on Run.

It may take considerable time to float the steamer, but she is so far over

CRACK INTER-ISLAND STEAMER LIES IN THIRTY-FIVE FEET OF WATER IN HARBOR



S. S. MAUNA KEA IN DISTRESS.

on the other side of the harbor that there is no blocking of the channel and hence no interference with shipping. One of the other steamers of the line will have to be sent out on the run of the Mauna Kea this week.

Pumping Her Out.

Just before midnight the sea-cocks were stopped on the Mauna Kea by means of collision mats and with lights furnished by the Hawaiian Electric Company work commenced in pumping out the hull by an eight and a twelve-inch pipe which worked steadily until daylight, a twenty-inch pipe was put on from the dredge Turbine, in addition to these two others.

More than one hundred men were working around the wreck from dark last night onward and a great deal was accomplished, although no one on the job will state with any degree of certainty when the hull will be clear and able to be floated.

Divers who went down and examined the wreck state that there was no damage to the propellers of the steamer, but there may be some damage to her shoe which they could not find as she lay on the bottom.

SUGAR SHIPMENTS TO DATE 116,000 TONS

Exact Total Shipped on This Date
Last Year—34,000 Tons
Are Now Afloat.

By a coincidence the shipments of sugar from the Hawaiian Islands to the mainland ports to date are exactly equal to the shipments for the same period in 1911. A. M. Nowell, manager of the Sugar Factors Company, yesterday found on comparing his last year's statistics with the present season's, that 116,000 tons of sugar represented the shipments in both seasons. The coincidence happens because one 14,000-ton cargo this summer was not moved, due to the crippling at Seattle of the S. S. Virginian.

The American-Hawaii line is operating on an eleven-day schedule and is cutting short the port visits by two to three days. In case of rough weather when the steamers are loading they simply take on less sugar and depart according to schedule.

34,000 Tons Afloat.

Of the 116,000 tons so far shipped, 82,000 tons have reached market and 34,000 tons are afloat. The Sugar Factors Company will have 475,000 tons out of the total output of the Islands to ship to Pacific and Atlantic ports during the 1912 season.

Of the six sailing vessels chartered to carry sugar around the Horn to Philadelphia only one, the Erskine M. Phelps, has sailed with a full cargo. Of the other five, the John Ena is now at San Francisco and may leave any day for Hilo direct to pick up a cargo. The bark Nuuanu, according to latest reports, is still at Port Stanley, Falkland Islands, where she put in in distress. She is expected to resume her voyage to Honolulu this month. The bark Foohing Suey is now out 110 days from New York for Honolulu and may arrive here within the next twenty days. The ships Edward Sewall and William P. Frye are out 125 and 115 days, respectively, from Atlantic ports for San Francisco. They will discharge there and leave for Honolulu in ballast to get sugar cargoes.

OFFER TO COMPROMISE
THE EASTERN STRIKE

LAWRENCE, Massachusetts, March 10.—A compromise has been offered in the big strike here, the operators promising a raise of seven and one-half per cent above what the employees were getting when the strike was called. This proposal is being considered, but no announcement has been made as to the attitude of the strikers.

BIG LOAN TO CHINA.

PEKING, March 9.—It is announced here that an international syndicate of bankers has agreed to advance \$4,900,000 to China within three months.

HAWAIIAN PINEAPPLE COMPANY ESTIMATE FOR THIS SEASON IS 350,000 CASES

The present outlook in pineapple development is good, in the opinion of James D. Dole, president of the Hawaiian Pineapple Company, who estimates that his company will have an output of 350,000 cases this season.

"The cold weather does not help the pines, but everything else points to a favorable year," said Mr. Dole yesterday.

"Our estimate is for 350,000 cases, based on the acreage. However, that

estimate can be as much as twenty-five per cent off, as the weight of the pines may vary from four pounds—the average—down to three pounds."

Other companies are looking forward to a good season and the pack will be far above last year's output. After this season's pines are taken off, the pine lands now included in the Leilehua military reservation, will be withdrawn from cultivation, but the company is developing additional acreage in another section and this will offset the loss.

SAN DIEGANS WILL SPEND A MILLION ON PORT FACILITIES FOR THE CANAL TRADE

San Diego is to the front with an idea of the changes in commerce which will follow the opening of the Panama Canal, very different from that of San Francisco and, incidentally, much more encouraging to Hawaii's prospects of deriving benefit. According to the San Francisco idea, which is supported by some people here, but partly contradicted by all the official charts, the commerce for the Far East will take the route from the canal to San Francisco and thence direct to oriental ports without calling here, on the basis of the "shorter great circle route."

The citizens of San Diego figure things differently, as shown in a map

printed to illustrate their claim to Panama-Orient trade. They have voted the sum of a million dollars to back their opinion and will use it to begin the construction of a modern pier system. Their plan calls for the construction of forty concrete piers. They are going to reclaim 1350 acres of land and build warehouses on it, and construct a municipally owned railway around the front. No port in the world will possess facilities superior to those of San Diego, say her citizens, when she carries out the plans now under way.

On the San Diego map of Panama Canal commerce in the Pacific, San Francisco has no existence, while Hawaii figures in all except the Yokohama trade.

WANT WHARFAGE DUES RUNNING BACK FOR FIFTY YEARS AND TOTALING MUCH

Assuming that the territorial government owns the waterfront adjoining the Allen & Robinson lumber yard, and that the lumber company has been getting free wharfage for about half a century, because the government forgot that it owned this valuable strip, the harbor commissioners yesterday passed a resolution calling upon the harbor-master to prepare a bill for wharfage fees for lumber boats discharging at the "Allen & Robinson wharf," and collect them.

The latter sentence was added adversely to the resolution, on the assumption that the lumber company might refuse to pay, in which case the government will take the matter into court to ascertain whether the government owns the strip, or whether Allen & Robinson claim it.

The harbor commissioners took this action because in all tax returns Allen & Robinson have made no claim to the waterfront strip, and years ago the late

S. C. Allen stated before a tax appeal board that he did not own a foot of waterfront property.

The superintendent of public works will examine all the records of the department of the interior up to 1900 relating to waterfront development to ascertain just how Allen & Robinson have held their property since they established themselves in business, and how and under what circumstances the wharf was allotted to them. The superintendent has access to maps which date back to 1830 and among these he expects to find records of the properties in dispute.

If the board establishes its claim it will authorize the collection of wharfage fees which will aggregate thousands of dollars. The fees are generally assessed against a vessel and not against agents, but in the case of Allen & Robinson, lumber is brought from the Coast to their yards in their own vessels, and the collection of fees, may not be so difficult after all.

HAWAIIAN RUBBER TO GO TO EXPOSITION

The Hawaiian Rubber Growers' Association plans to make an exhibit of crude rubber at the third international rubber exposition, at New York, and has asked the promotion committee to help financially in making the Hawaiian end of the show an attractive one. C. M. V. Forster and William Williamson, for the local association, have written the promotion committee, telling of the plans and scope of the exposition, which they assert will attract thousands of visitors. They state that the local rubber men will have a man in charge of the Hawaiian exhibit and hope that the promotion committee may see its way clear to assist.

The promotion committee yesterday agreed that for a small outlay some very good results could come. William Ellis, the Hawaiian singer, who is now one of the Broadway vaudeville hits of the season, has been written to and advised to get in touch with the exposition management, and make arrangements to play during the time of the show.

The promotionists will confer with the rubber growers this week and get more information before committing themselves.

BRITAIN FACING A SERIOUS SITUATION

LONDON, March 10.—The situation resulting from the great strike of the local miners throughout England and Wales is daily growing more grave. Factories everywhere throughout the manufacturing counties are being forced to suspend through lack of fuel. A hundred thousand operatives were turned out of various manufacturing plants yesterday, without knowledge of when work will be resumed.

It is rumored that the government intends to introduce the talked-of Minimum Wage Bill next Thursday, haste being urged by the general clamor throughout the country against a condition in which widespread suffering and want may be brought to innocent people through stubborn employers or workmen who may demand an unreasonable wage.

GROUP CAN BE PREVENTED.

When given as soon as the group cough appears Chamberlain's Cough Remedy will ward off an attack of croup and prevent all danger and cause of anxiety. Thousands of mothers use it successfully. For sale by Benson, Smith & Co., Ltd., agents for Hawaii.

M'CARTHY DOES THE EXPECTED

Announces Himself Candidate for
Nomination Against Link
McCandless.

(From Sunday's Advertiser.)

Colonel C. J. McCarthy yesterday did the expected and came out in opposition to L. L. McCandless for the Democratic nomination for Delegate to Congress. Those who have been watching local Democratic politics have long known of the ambition of McCarthy and have been able to discount very materially all the recent protestations of loyalty to Link and disinclination for office, so the McCarthy announcement failed to create any great ripple of surprise.

The McCarthy plunge from an attitude of respectful allegiance to Link to one of active opposition only complicates the Democratic situation and makes the confusion more confounded. Some of the Democrats had taken McCarthy's vows of perfect disinterestedness at their face value and had been busily paving the way for another candidate altogether. These party leaders will probably stay with their dark horse, letting McCandless and McCarthy scrap away and create a split through which the dark horse will enter to the nomination. Few in touch with the situation are disposed to regard either of the Maes as very seriously in the running.

As The Advertiser announced, Link has buried his own boom and stamped the sod down upon the grave. His attempt first to flimflam the party into nominating him next month started the row that finished him, while his attempt on Friday night to override all the rest of the Honolulu Democrats lost him what little support he had managed to retain. He will probably make it interesting for McCarthy, however, with repetitions of the "treachery" he has received at the hands of his former campaign manager.

McCarthy yesterday made the excuse that Ryan and Barron, with whom he was hand in glove through the last campaign, are now not proper political company for him. He does not explain whether he himself has gone up in the social scale or whether Ryan and Barron have gone down, but at least he cannot stand for his former close allies any longer. McCandless, who is at least true to his friends, will not drop Ryan and Barron either from his payroll or his calling list.

And there the situation stands, with Democracy split wide open and applauding Republicans egging the two Maes on to claw the fur from each other.

AMERICANS CONTINUE FLIGHT FROM MEXICO

MEXICO CITY, March 10.—The exodus of Americans continues, several hundred having made hurried departures for the north within the past three days.

No immediate violence is feared, but the Americans are leaving in anticipation of a possible anti-American outbreak, which might get beyond the control of the Mexican authorities.

President Taft's recent manifesto, requesting all American citizens to get out of the country, if necessary, to avoid trouble, is being taken seriously.

SIX ARE KILLED IN TENEMENT BLAZE

CHICAGO, Ill., March 9.—Six people are dead and four are dying as the result of a fire that broke out in a tenement house here.

SOCIALIST MINERS THREATEN TO STRIKE

BERLIN, Ger., March 9.—A demand has been issued by 200,000 Socialistic union miners, who declare that they will strike unless an increase of 15 per cent is made in their wages.

PRESIDENT WILL FIX PANAMA CANAL TOLL

WASHINGTON, March 9.—The committee on interstate commerce today agreed on the canal bill, which gives the President the right to fix the toll on all cargoes passing through. The bill provides for a maximum toll of a dollar and a quarter a ton.

SECRETARY OF WAR FOR NAWILIWILI

The Star yesterday published the following special cablegram from its Washington correspondent:

WASHINGTON, March 9.—The secretary of war has asked congress to appropriate one million one hundred and eighty-six thousand dollars (\$1,186,000) for the development of Nawiliwili harbor, Island of Kauai.

It is proposed that two hundred thousand dollars (\$200,000) be made immediately available, and two hundred and twenty thousand dollars (\$220,000) yearly thereafter.

Because of the rival claims of Nawiliwili and Port Allen the board of engineers recently declined to recommend either, but Brigadier General W. H. Bixby, chief of engineers, concurs with the recommendation of Nawiliwili by the division officers.

"DESPOTISM" IS TEDDY'S AIM SAYS TAFT

President Assails Doctrines of
Rough Rider in Very Warm
Words at Chicago.

CALLS SELF PROGRESSIVE

Roosevelt About Ready to Go on
the Stump to Advocate His
Nomination.

CHICAGO, March 10.—President Taft made his first direct attack upon the recently promulgated doctrines of Theodore Roosevelt in his campaign speech here last night. He vigorously assailed the Roosevelt pronouncements and brought his thousands of hearers to their feet, cheering wildly, when he declared that such attempts as Roosevelt and his friends are making to quibble about the "intervening term" in relation to the "no third term" precedents are the beginnings and the first manifestations of a desired despotism. The President reviewed his policies as determined by his official actions, declaring that these should demonstrate to the public that he as President had been a real Progressive.

Teddy May Stump.

OYSTER BAY, March 10.—Theodore Roosevelt has been discussing with his friends the expediency of taking the stump in his own behalf as a candidate for the Republican nomination for the presidency. It was stated that the former President had practically decided to tour several States in a speech-making campaign before the convention.

The Bulletin yesterday contains the following dispatch from Washington:

"The Democratic 'free sugar' bill has not been returned to the ways and means committee. It is now on the house calendar awaiting consideration."

"The discussion on the sugar bill by the house is expected the last of next week. The date and the limit for debate on the bill have not been fixed. The leaders are delaying action on the bill to ascertain sentiment on the free sugar proposition."

Johnson For Roosevelt.

LOS ANGELES, March 9.—Governor Johnson opens his campaign in favor of Roosevelt for President tonight.

Convention Split.

KNOXVILLE, Tenn., March 9.—Roosevelt supporters were outnumbered at the Second Congressional District convention held here today. The Taft forces have withdrawn to another hall.

DAYLIGHT HOLDUP ON FRISCO STREET

SAN FRANCISCO, March 10.—George Houghton, a chauffeur, committed a bold highway robbery in daylight yesterday and so far has escaped with his booty. On a little frequented street he held up a buggy, in which were two men, employees of a drayage firm, bringing money from the bank to the firm's stables to pay off for the week.

Houghton, keeping his men covered, stepped into the buggy and forced one of his victims to drive to a secluded barn. Here he tied the two men up and took from them two thousand six hundred dollars.

The men could not make their predicament known until late last night, thus giving Houghton several hours' start of any pursuit.

SIEGE BROKEN, TORREON IS FOUND IN FAMINE

TORREON, Mexico, March 10.—Communication has been reestablished between this city and the outside world through the medium of federal troops. For months Torreon has been virtually isolated by the rebels, railroads being torn up or guarded, and telegraphic communication cut off.

The long siege has resulted in a state of famine, the inhabitants of the city suffering severely. In a clash between the rebels and federal troops at Nazareno fifty rebels were killed and twenty captured. This skirmish proved the key to the situation, giving the federal troops access to the city and breaking the siege.

ONE OF NEW YORK CITY'S OLDEST FIRMS SUNDERS

NEW YORK, March 10.—Conner & Co., among the oldest brokers in New York, have suspended. It is announced that the firm's financial trouble is the result of a breakdown in health on the part of the senior member.

HOUSE TO INVESTIGATE SHIPPING COMBINE

WASHINGTON, March 9.—The house plans an investigation of the shipping combine. The relations existing between the Pacific Mail and the Southern Pacific will also be probed.

PICK CLARK DELEGATES.

SAN FRANCISCO, March 11.—The Champ Clark League of California, which has its headquarters in this city, elected delegates to the national Democratic convention here yesterday.